



T-rific T Tales



April, May, June 2019

Volume 4 Issue 2

Newsletter of the T-Rific T's Club of West Central Wisconsin

1925

Ford

Today's High Peak in Motor Car Value

DISPLAY rooms of all Authorized Ford Dealers are thronged with those eager to see the latest Ford body types. Admiration for these attractive cars is expressed everywhere. The low stream-line bodies, the increased roominess, the greater riding comfort and the many convenient new features are advantages which are widely welcomed and appreciated.

The fact that all this has been accomplished

FORD MOTOR COMPANY DETROIT

All-steel bodies
Closed cars in
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THE TOURING
Black. All-steel body. Overman top. Weather-
proof and durable closed body in all four doors.
Shield wings. Strong and dependable 1925 40
valve. Balance 2000 lbs. Price \$290

You Are Invited T-RIFIC T'S SPRING FLING

Sunday, May 5, 12:30 p.m.
Mike Webb's Warehouse
N5696 850th Street,
Elk Mound, Wisconsin
Turn by Juicy Shrimp Shack
Drive past it, follow the road
1/4 mile to the warehouse,
Enter on the back side.

CLUB Website
<https://t-rificts.com>

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Club Member Spotlight: 1931 Model-A Coupe Restoration by John Spiegel

Every car has a story! The interesting ones are the survivors that make it through all these years. Here is my story on the restoration of a 1931 Model A Coupe.

The purchase and restoration of a 1931 Model A coupe starts out with the most peculiar visual. Imagine if you will a person standing on the roof of his cabin on Old Abe Lake with a chainsaw cutting into the roof!



In the early hot summer of 1983, I was heading north on Hwy 178 about a mile from home when I happened upon this very sight. Intrigued by this, I immediately turned the car around and stopped to ask the person on the roof what he was doing. The guy got down off the roof, seeing that his chainsaw was not cutting anymore, (most likely from having hit a nail or two with the chain). He explained to me that he was going to tear down the cabin and build a new cabin in its place. I myself was in need of a new garage and having more time than money, offered to tear it down for him and in exchange, I would keep the lumber. The person was in agreement with this so he set his chainsaw down, got into his boat, and went to the Windmill Resort to celebrate his fortunate turn of events. As a side note, the lot where the cabin once sat is still vacate. I found out later that the person was not able to get a building permit. Had the owner rebuilt or just fixed the leaking roof, the cabin would still be there.

Wally and Sue Hryniewicki were neighbors in the cabin next door to the one I was tearing down. One day while I was working on the cabin, they happened to have their storage shed door open, and in their storage shed sat this 1931 Model A coupe. I decided that I could use a break and walked over to check out his Model A. Wally had started to restore it and had pieces and parts all over the place. I asked if he would be interested in selling it and he said no, because it was his wife's car and had inherited it from her father Mitch Hartman. I told him if they ever should decide to sell it, to let me

know, and then I went back to pulling nails out of the cabin.

Turns out, this Model A Ford Coupe has an interesting history of spending its entire life as a Jim Falls car. Gladys Nazer was the original owner, who bought the car when it was new and would drive it to Chippewa Falls while going to

high school. During World War II, it was converted into a pickup to haul milk cans to the Jim Falls Dairy. Eventually, Mitch Hartman owned the Model A and he used it at the Phillips 66 gas station in Jim Falls to plow snow and make deliveries. When Mitch died, Sue obtained ownership of the 1931 Model A Ford.

Then in the spring of 1991, Wally informed me that his wife Sue wants the Model A sold as they were building a new house and she wanted to use the money to purchase a Jet Air stove. I went over to look at the car and found it still in disrepair, only this time the engine was missing. Wally had taken the engine to Eddy Hyland to be rebuilt. The price Wally wanted for the Model A did not include what was owed to Eddy for the engine repairs. Wally and I agreed on a price and I went back home to work on the new house that I was building.

Wally must have thought that I was not serious about buying the Model A, or figured he could get more money for it, because he decided to list it in the Trading Post (Craig's List did not exist back then), or Sue was anxious about getting her new stove.

A couple of weeks went by and I got a call from my brother Joe saying that there is this Model A Coupe in the Trading Post for sale in Jim Falls, and he was wondering if this is the same Model A that I was going to buy? We determined it was, so I told Joe if he wanted to buy it, to go ahead, and if he ever wants to sell it, to give me the first chance at buying it. Joe bought the Model A and then spent the next eight years putting the Model A back together.

The Lions Club House in Jim Falls has a picture of the Model A with its snowplow mounts and pickup

box, and the Phillips 66 sticker on the driver and passenger doors.



Then in 1999, I get a call from Joe saying he is going to sell his Model A and giving me the first chance as promised. Joe did a great job of putting the Model A back together and getting it running, but it still needed a lot more work. Over the next 10 years, I completed the restoration.

In the winter of 2008, while the Model A was being painted, a call went out for show cars to be casted in the movie “Public Enemies” starring Johnny Depp. *Public Enemies* is a 2009 American [biographical mob drama film](#) directed by [Michael Mann](#) and written by Mann. The Model A is filmed in the movie, parked along the street in the scene when John Dillinger escapes from the Crown Point prison. During the filming, I was asked by Michael Mann to participate in a scene where I followed behind John Dillinger’s car as it was being driven/towed through the countryside. During this scene, John Dillinger is singing “Get Along Little Doggie” and the Model A can be seen in Dillinger’s rear window.

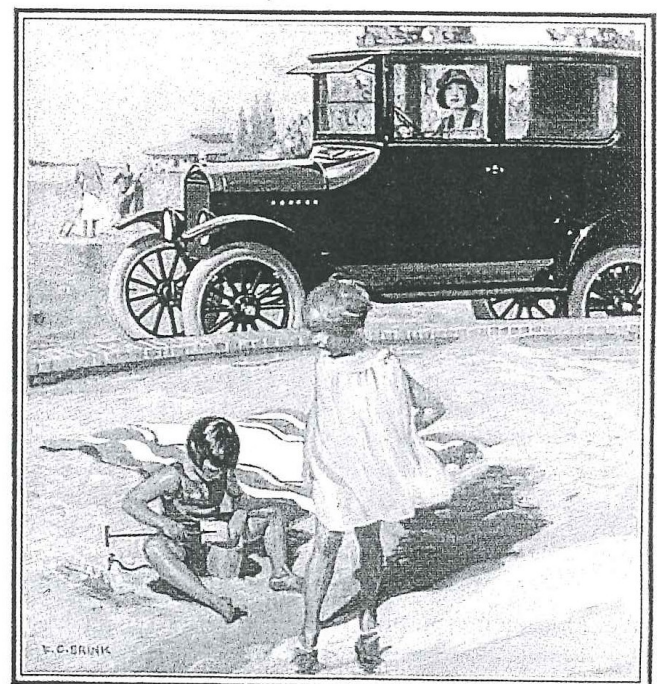
I have taken the car on numerous parades at the Sturgeon Fest in Jim Falls and surrounding communities. The car is a true survivor, having proved its worthiness over the many years by becoming a pickup to haul milk cans or plowing snow in the winter, to being filmed in a movie for millions of people to see all over the world.

There was a time when I thought that it would be an adventure to take the Model A to Alaska. I shared my plans with my bother Bernie, and he decided to purchase a 1931 Model A two-door sedan to take on the trip with me. We then started taking mini trips into the Upper Peninsula (UP) to work out the cars road worthiness. Some of the most memorable were up to Copper Harbor, Michigan, and staying overnight in cabins in the UP.

I will end this story with yet another peculiar visual about this Model A Coupe told to me by Kenny Hel-

land. In 2015, Kenny was putting a steel roof on my barn that I built in 1988. I was showing Kenny the Model A when he told me that he and Sue Hartman (many years ago when Sue Hryniewicki was young and single) were making out on the passenger seat when who should walk in on them but her dad Mitch Hartman. Mitch was not impressed and chased Kenny off the property and told never to show up again.

One can only imagine the stories these old cars could tell if only Henry Ford knew how to make them speak!!



*Supreme in Service
as in Saving*

THE Ford car, with its uniformly dependable service, its comfort and convenience, gives a key to the wide and healthful outdoors. It enables the owner—her family and friends—to have all the benefits of fresh

FORD MOTOR COMPANY, DETROIT, MICHIGAN

And when it is a question of cost, a Ford is acknowledged, the world over, to set a standard of value that has never been approached. For not only is it the least expensive car to buy, but the most economical to operate.

BUNAKOUT, 3240; TOURING, 3240; COUTI, 3520;
TUODORSIDAN, 3380; TORDORSIDAN, 3540. *J. N. S. 1974, 1: 100-101.*
The Open Carr Station and Removable Serra 263 Lanes
Full Size Italian Timber Grindmill at an extra cost of \$75

Ford
THE UNIVERSAL CAR

THE UNIVERSAL CAR

M A K E S A F U T U R E N O U R I S H E D O N E S

TECHNICAL SUPPORT TEAM

One purpose of the T-Rific T's is to get more Model T's re-stored and on the road. To help with this goal, members were asked to volunteer in their area of expertise so that when a fellow member needs help, he/she knows who to call:

- ♦ Bill Glass: 715-723-7202 or 715-210-5530
- ♦ Del Hanson: 715-234-7308 or 715-205-9024
- ♦ Dan Doughty: 715-835-0685
- ♦ Larry Hanson: 715-837-1578
- ♦ Brian Tourville: 715-664-8830
- ♦ Ernie Loga: 715-832-7302
- ♦ Denny Mickesh (electrical): 715-723-9719
- ♦ Stephanie Culver (fuel or ignition): 715-822-4015
- ♦ Bob Baker (body work): 715-834-2158



Club Event - Mark Your June Calendar!

We will team up with the Chippewa Valley Model A Club again this year to participate in the annual vintage car show on Fathers Day, June 16, at Munson Bridge Winery at Withee, Wisconsin. Any Model T Club members wishing to drive there together should meet at the Cenex River Country Coop in Jim Falls (19786 139th Avenue) at 11:30 a.m. Munson Bridge will provide lunch. You are welcome to attend even if you don't come in your vintage car - just have to be a club member. We did this last year and had a VERY FUN time and delicious lunch (although Larry and Linda DID NOT have such a fun ride home - got caught in a thunderstorm)!!



Classic Car Show
Saturday, April 27
9:00 am - Car Show Registration

Spring Jefferson Auto Swap Meet & Car Show

April 26 - 28, 2019

The Madison Classic's Spring Jefferson Car Show and Auto Swap Meet is one of the largest car shows in the Midwest! For the auto enthusiasts this swap meet boasts thousands of car parts and car accessory vendors making it a great place to buy or sell those hard to find car parts. For those looking to buy or sell cars, the Cars for Sale Corral is full of 100's of cars of all makes and models for sale! You are sure to find great bargains on awesome cars, car parts, and car accessories at the Spring Jefferson Swapmeet and Car Show!



BLAST FROM THE PAST

"Attic" Treasure Trove

Gordon J. Gee

by GORDON J. GEE

Most antique and vintage car enthusiasts I have met told me they got their start in the hobby by attending an antique vehicle function of some kind or other or by simply watching one of these wraiths of the past noisily pass them by. However, my first permanent introduction to the antique car bug was quite different to say the least.

I was too young to remember very much of Model T but I do have a faint recollection of side curtains and leather tufted seats. I also remember rather vividly old man Ravel-ski in his brassy Model T roadster as it swung noisily around the corner of my boyhood home in Superior, Wisconsin, in the mid 1930's, on the way to his second-hand store with the warning bell over the door.

It was not until 1953, however, that I had my first serious confrontation with this famous automobile. While passing through Che-tuk, Wisconsin, that summer I noticed a 1915 Ford touring car standing regally on a used car lot. I stopped and inspected the vehicle. Then and there I was fired with a nostalgic desire to seek out a "Tin Lizzie" and return it once more to the ranks of the mechanical living. It was several months before my iron resolve lost its momentum and was once again replaced with an interest I have had since I was fourteen, collecting militaria of the First and Second World Wars. Inadvertently, this interest brought me once again in contact with the automotive past.

A peppery old gentleman, High Crooks by name, ran a second hand store in Chippewa Falls, Wisconsin. It was one of those places that had to be visited and revisited time after time in order to grasp the significance of the vast bulk and variety of used merchandise piled ceiling high, running deep into its

gloomy interior. While idly chatting with High about this and that one sunny morning, my constantly roving eye uncovered a metal box with the device "Got Mit Us" soldered on its sliding top. After purchasing same, I expressed a desire for him to keep his eye open for more items of this nature. He smiled and said, "I do believe I have some of that stuff cached up in my store house down the street." I asked him when I could visit the place. At that moment an old friend of High's walked in and his services were prevailed upon to act as temporary proprietor of the store.

The "cache" was located above a local pool hall not half a block away. It proved to be the most interesting place of antiquity I have ever seen before or since. It was an entire attic, extending from its dust covered dirt encrusted French front windows which jutted out over the street clear back to the alleyway. It was jammed with an unbelievable variety of objects, piled roof rafter high and in complete disarray all around the huge room with an immense island of dusty, rusty, moldering relics of the past dominating almost its entire length in the middle. I found two German World War One steel helmets almost immediately. They were barely visible hanging in the shadows on rafters along with half a dozen shriveled leather fire helmets.

I visited the attic several times afterwards and never failed to be thrilled with the place. Moldy leather trappings of Civil and Spanish American War vintage were profusely strewn about, conspicuous with their green encrusted brass U.S. buttons and buckles. A huge coal shuttle-shaped copper bathtub was balanced precariously upon the top of one pile, while coffee grinders of all shapes and sizes abound-

ed near the French windows. An empty German gas mask container lay upon a dusty end table. Fireplace bellows, brass andirons, high buttoned shoes, many without mates, frilly rotted umbrellas, musty clothing by the ton, and oil lamps to fulfill all possible situations. A German machine gun condensation can, a huge pile of crumbly bustles and wire ladies with wide hips. Used furniture formed a skeletal framework for the whole paraphernalia while a thick grey layer of dust and dead insects blanketed the place and the air was sweet with the reek of rotting books and ledgers.

It was while prowling delightedly about the scene one Saturday afternoon that my gaze chanced to fall upon what to my mind was a very odd shaped kerosene lamp. I picked it up, brushed away the dusty cobwebs, and examined the object carefully. It was all brass, though the entire surface was a mellow brown, about a foot high, and had an inscription on top which read, "E. & J. pat. Dec. 9, 1908, Detroit Mich." I assumed it was an auto lamp of some sort, in all probability, one from the famous Model T Ford. It had a price of two dollars painted on the fount, which did not seem too bad to me at that time. High grumbled and said it was too low for such a fine piece, that it was worth, at the very least, four dollars. I immediately settled up before he had time to give the matter additional thought.

When I got my new acquisition home, my wife asked, "What on earth are you going to do with a piece of junk like that?" I replied sagely, "Why, I'm going to build an antique car around it." This was the first and only time I have ever seen her speechless. She tapped her forehead, made a swirling motion with her finger over one ear, and moved quietly into the kitchen. She did manage to blurt out, "I guess it's about time for dinner."

With the help of one of the neighbor kids, I hunted up an old hand soldering iron, acquired some rather sick solder, and repaired the lamp on both sides of the fount, along one door and below the mounting bracket. Afterwards, we cleaned the prisms, both of which were uncracked, poured kerosene into the oil receptacle, and lit the wick. It leaked immediately, but despite this minor drawback, she looked very regal and beautiful to me for all her forty-four years.

I never did build a dream vehicle around that battered old sidelamp. However, it did provide a nucleus for a very respectable collection of lamps and accessories for Model T, and to the eventual ownership of five antique Fords ranging from 1910 to 1923. More than this, it has enabled me to vicariously share in the antiquity and nostalgia of a bygone era that has contributed so very much to the American scene, the reign of Henry Ford's delightful, cantankerous, and altogether unpredictable Model T Ford.

Richard Hall



Thinking is the hardest work
there is, which is probably the
reason why so few engage in it.

Henry Ford